

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A drive apparatus, comprising:
a first electric motor that raises an engine to a speed for an ignition; and
a control unit for controlling the engine and the first electric motor, wherein the control unit performs prepositioning control for controlling the first electric motor with a torque output so that the engine is positioned at a predetermined crank-shaft position when stopped and causes the first electric motor to output a torque short of a torque necessary for running the engine continuously.
2. (Cancelled)
3. (Currently Amended) The drive unit as set forth in claim 21, wherein the control unit causes the first electric motor to output an arbitrary constant torque.
4. (Previously Presented) The drive unit as set forth in claim 3, wherein the control unit causes the constant torque to be outputted only for a predetermined time.
5. (Previously Presented) The drive unit as set forth in claim 4, comprising:
first crank-shaft position detecting means for detecting the crank-shaft position, wherein the control unit makes the predetermined time variable according to a difference between a present crank-shaft position and the predetermined crank-shaft position.
6. (Previously Presented) The drive unit as set forth in claim 1, comprising:
second crank-shaft position detecting means for detecting the predetermined crank-shaft position, wherein the control unit causes the first electric motor to output a torque until a crank-shaft is positioned at the predetermined crank-shaft position.
7. (Previously Presented) The drive unit as set forth in claim 6, wherein the control unit causes the first electric motor to output a variable torque.

8. (Previously Presented) The drive unit as set forth in claim 7, further comprising:

first crank-shaft position detecting means for detecting a crank-shaft position, wherein the control unit causes the variable torque to be outputted according to a difference between a present crank-shaft position and the predetermined crank-shaft position.

9. (Previously Presented) The drive unit as set forth in claim 8, wherein the control unit has a variable torque map predetermined according to the difference between the present crank-shaft position and the predetermined crank-shaft position.

10. (Previously Presented) The drive unit as set forth in claim 8, wherein the variable torque is a torque along the cranking torque of the engine.

11. (Previously Presented) The drive unit as set forth in claim 1, wherein the predetermined crank-shaft position is at a highest cranking torque position for the engine.

12. (Previously Presented) The drive unit as set forth in claim 1, comprising:
a second electric motor, wherein the engine, the first electric motor and the second electric motor are mechanically connected to a wheel and the control unit controls the second electric motor so as to absorb a fluctuation in the torque to be outputted to the wheel during the prepositioning control.

13. (Previously Presented) The drive unit as set forth in claim 12, wherein the control unit calculates the fluctuation of a torque to be outputted to the wheel from a torque outputted by the first electric motor.

14. (Previously Presented) The drive unit as set forth in claim 12, wherein the control unit controls the second electric motor on the basis of a first torque correction map predetermined according to the prepositioning control.

15. (Previously Presented) The drive unit as set forth in claim 14, wherein the control unit causes the first electric motor and the second electric motor to output torques simultaneously.

16. (Previously Presented) The drive unit as set forth in claim 1, wherein the control unit executes the prepositioning control prior to the raising of the engine to the speed for the ignition.

17. (Previously Presented) The drive unit as set forth in claim 16, wherein the control unit controls a speed of the first electric motor at a time when the engine is raised to the ignition speed for the ignition.

18. (Previously Presented) The drive unit as set forth in claim 16, wherein the control unit controls a torque of the first electric motor at the time when the engine is raised to the speed for the ignition.

19. (Previously Presented) The drive unit as set forth in claim 18, wherein the control unit controls the torque of the first electric motor on the basis of a predetermined map.

20. (Previously Presented) The drive unit as set forth in claim 16, wherein the control unit controls the second electric motor so as to absorb a torque fluctuation to be outputted to a wheel at the time when the engine is raised to the speed for the ignition.

21. (Previously Presented) The drive unit as set forth in claim 20, wherein the control unit calculates the fluctuation of a torque to be outputted to the wheel from a torque outputted by the first electric motor.

22. (Previously Presented) The drive unit as set forth in claim 20, wherein the control unit controls the second electric motor on the basis of a second correction map predetermined according to the raising of the speed of the engine for the ignition.

23. (Previously Presented) The drive unit as set forth in claim 20, wherein the control unit further controls the second electric motor on the basis of a third torque correction map predetermined according to a crank-shaft position of the engine.

24. (Previously Presented) The drive unit as set forth in claim 22, wherein the control unit causes the first electric motor and the second electric motor to output torques simultaneously.

25. (Previously Presented) The drive unit as set forth in claim 16, wherein the control unit makes the prepositioning control if the drive demand of a driver is no more than a predetermined value.

26. (Previously Presented) The drive unit as set forth in claim 1, wherein the control unit executes the prepositioning control subsequent to the engine being stopped which is caused by lowering an engine speed forcibly by a generator after a fuel cut.

27. (Previously Presented) The drive unit as set forth in claim 26, wherein the control unit controls the second electric motor so as to absorb a fluctuation of the torque to be outputted to a wheel while the engine speed is forcibly lowered.

28. (Previously Presented) The drive unit as set forth in claim 1, further comprising:

a one-way clutch for blocking a reverse running of the engine.

29. (Currently Amended) A drive apparatus, comprising:

a first electric motor for that raises an engine to a speed for an ignition; and

a control unit for controlling the engine and the first electric motor, wherein

the control unit controls the first electric motor so that ~~the~~ a cranking torque during the motoring may be a predetermined torque short of a torque necessary for running the engine continuously.